BIENNIAL REPORT

of the

Alaska Territorial Highway Engineer

and

Superintendent of Public Works

1945-1946

TERRITORY OF ALASKA
OFFICE OF
HIGHWAY ENGINEER AND SUPERINTENDENT OF PUBLIC WORKS

January 20, 1947

Hon. Ernest Gruening
Governor of Alaska
Juneau, Alaska

Dear Sir:

I have the honor to transmit to you, and for the information of the Eighteenth Biennial Session of the Territorial Legislature, the report of the Highway Engineer and Superintendent of Public Works for the period beginning April 1, 1945, and ending December 31, 1946.

Respectfully yours,

W. LEONARD SMITH
Highway Engineer and
Superintendent of Public Works.

TERRITORIAL BOARD OF ROAD COMMISSIONERS

Hon. Ernest Gruening, Governor of Alaska.....Chairman
W. Leonard Smith, Territorial Highway
Engineer .....Secretary
Oscar G. Olson, Territorial Treasurer.....Member

FOREWORD

This constitutes the first biennial report from the office of the Territorial Highway Engineer.

The end of the fighting war was not particularly noticable where road construction is concerned. Cost of work was on the increase instead of the expected return to normal.

Many mining companies, while not operating at a profit, are planning for the future and this includes plans for roads and airfields. The short roads to serve homesteaders is steadily increasing.

In southeastern and western Alaska the fishing industry employees are transported by planes more each year, due in part to lack of ships and Maritime disorders. It is doubtful if the fishing industry will ever again rely on ships to transport employees to the fishing areas. This calls for additional plane facilities both on land and water. More about our planned cooperation with the Civil Aeronautic's Administration will be found later in this report.

ROAD BUILDING AGENCIES

Road building activities are administered under three separate agencies—

The Public Roads Administration build roads only in Forest Reserve areas, such are of the Forest Highway System. The Forest Service also build roads as the Forest Development Roads.

The Alaska Road Commission build roads only outside of Forest Reserves and are in the Department of Interior.

The Territorial Board of Road Commissioner's work in cooperation with the above mentioned agencies or with any other Governmental, municipal or private group interested in a road project. Having no road building equipment of any kind the Territorial Road Board depend on other road building agencies for construction. In isolated cases where there is no Government equipment available, the Highway Engineer may enter into an agreement with a local miner or contractor to construct a section of road. This also applies to construction of airfields.

ROADS AND AIRFIELD FUNDS

Funds for road and airfield construction are appropriated by the Legislature for a two year period. These funds are supplemented by the Driver's License receipts. Other funds are available through the sale of timber by the Forest Service in the First and Third divisions and must be expended in the districts from which they are derived. The percentage of such sales turned over to the Territory is 25 percent of which 75 percent is allotted to roads and 25 percent to schools.

Another source of funds is from the Migratory Bird Act, which provides that 25 percent of receipts from administration of the Act be allotted to the Territory and equally divided between roads and schools. The third Division, alone, participates in this fund.

EXPENDITURES OF FUNDS

Appropriated funds are equally divided among the four judicial divisions. Whether this is a fair distribution or not, it is the law, as shown in Sec. 1695 CLA 1933. However, the Act provides that from any division receiving cooperative funds, the appropriated amount may be decreased and an increase made to a division not receiving a cooperative fund. It has very rarely been necessary to switch funds between divisions.

AIR FIELDS

While we have application for CAA funds for airfields at Dillingham, Seward and Palmer for class (2) airports, we still have fields requiring Territorial help, and over one hundred and fifty requests for new projects in all four divisions. In other words from Ketchikan to Pt. Barrow and from Dillingham to Eagle.

Probably one of the most used and economical fields built this summer is Paxons on the Richardson Highway. With donated labor, $750.00 Territorial funds and Alaska Road Commission equipment a 2400'x200 field is now being steadily used. Another low cost field is May Creek. 4000' by 200' on the Chititu Road, third division. The A.R.C. built the field at a cost of $2,500.00 to the Territory. The field at Flat was extended 800'; it is now suitable for DC-3 plane landings, but is too narrow according to CAA standards.

Installations for float planes are fast becoming a necessity. Seven floats with ramps were built and at least six are planned for this summer. Repairs were made to six other floats.

The Territory's plan is to furnish 75 percent of the construction cost, the local city or village to provide right-of-way and 25 percent of the construction cost.

C.A.A. AIRFIELD PROGRAM

The Civil Aeronautics Administration have inaugurated a $10,000,000.00 program in Alaska. The object is to better serve the flying public.

The Territory can participate in the program by providing 25 percent of the cost of an airport, in some cases 50 percent is required. The project would be built to C.A.A. specifications by the Territory or by any municipal or Governmental Agency sponsoring the project.

Building an airfield to C.A.A. specifications is a new

deal for the Territory, of our present fields, over 150 at present, none of them are C.A.A. standard, except in length, as for the 300' width required we do not come up to that standard.

The Territorial Board of Road Commissioner's met with the C.A.A. Regional Administrator and his planning Engineers to study a plan of cooperation in airport development. The Highway Engineer was named Secretary of the temporary Territorial Aviation Commission with instructions to study the Act. As a result, applications for three airfields were submitted to the C.A.A. These are of a preliminary nature, if approved as to location and financing we can either accept or reject one or all projects. The reason for submitting Dillingham, Seward and Palmer is that Dillingham needs a field, we alloted funds to Seward and Palmer in 1946, so with further funds we may get better fields in all three locations.

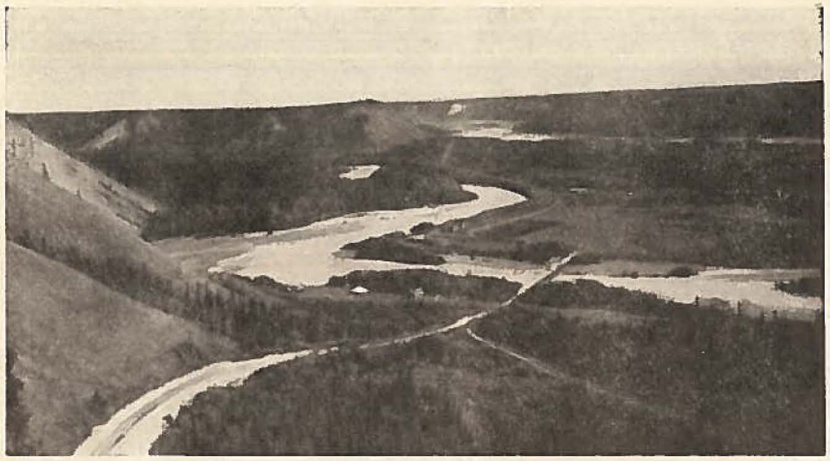
DEPARTMENT OF INTERIOR—DEMAND FOR TERRITORIAL PARTICIPATION IN SPECIAL ROAD PROJECTS

The Dept. of Interior in making road estimates for this working season have in all estimates on special projects included the Territory for a 25 percent share of costs. This would require the Legislature to appropriate $800,000.00 for the 1947 working season and $800,000.00 for 1948.

Special projects include the Kenai-Homer Road, now under construction, the Tok-Chicken-Eagle Road now under construction. Surveys of a road from Richardson Highway to McKinley Park, from Livengood to Wiseman, from Anchorage to Potter and from Fairbanks to Chena Hot Springs. All are worthy projects and when completed will add many miles to our road system.

The Board of Road Commissioner's realize that the amount asked by the Government as match money for the above mentioned roads will be a tough problem for the

Legislature to decide. Protests from many quarters, that it is unfair to burden the Territory with such a demand especially when we have so many short service roads that should be built this coming summer. These short roads are to homesteaders, mines and small communities and are on the increase due to attempts of new-comers trying to settle in Alaska. Without roads many would-be settlers will soon become discouraged and give up.



Copper River Valley—Gakona River

HIGHWAY PATROL

This department, created in 1941 and functioning since July 1941, is well received by the Territory residents. We now have six full time Highway Patrolmen each equipped with a car. Two extra men are on duty during the summer season, one at Glenn Allen and one at Tok. Due to the large number of cars coming in over the Alcan Highway it seems reasonable to use one man stationed permanently at Tok and another near Glen Allen, and possibly at Anchorage. In the near future the Seward section will require one man.

A Highway Patrolman made inspection trip to Kodiak, Cordova, Seward, Nome, Haines, Skagway, Petersburg, Wrangell and Sitka during the open season.

While the Highway Patrolmen do not have the power of a Peace Officer they are called on continually to perform duties that have no bearing on enforcing the Traffic Act. However, this seems to be the laymens idea of the duties of a Highway Patrolman.

Our men are willing at all times to cooperate with Federal or City law enforcement agencies. If the Territorial Highway Patrol, through the Legislature, could be delegated as Peace Officers it could and would soon provide better service to the suburban residents. This would not call for any additional help or expense.

New equipment purchases this biennium includes three new automobiles and two Army snowmobiles. One car was sold at public sale. We now have seven cars.

Patrol Officers on duty as of January 1, 1947 are:

Vern E. Smith.....Ketchikan, Alaska
Emmet M. Botelho....Juneau, Alaska

Highway Patrol Car—Fairbanks

John P. Monagle.....Anchorage, Alaska
Wesley I. Gilman.....Anchorage—On vacation
Hubert J. Gilligan....Palmer, Alaska
A. P. 'Bob' Brandt....Fairbanks, Alaska

There were 12 deaths in the past two years that can be attributed to traffic.

GENERAL

The Haines Highway from Haines, 159 miles to the Alcan, will no doubt attract many tourists in the near future. The first 42 miles out of Haines is in Alaska and is maintained by the Alaska Road Commission. The Territory assists in snow removal to mile 22, Klukwan Village. The Haines air strip is located at mile 3 on this route.

The Alaska Highway, formerly the Alcan, from the Canadian border to Big Delta, then on the Richardson Highway to Fairbanks, 302 miles, is a very good road, continually maintained by the Alaska Road Commission.

From the border to drive to Anchorage by the way of the Tok-Cut-Off (Nigger Road) Gakona Junction, Glenn Allen and Palmer is a distance of 417 miles.

Anchorage to Fairbanks in summer via Richardson and Glenn Highway is 442 miles. Winter driving in 1946 from Anchorage to Fairbanks is over the Tok-Cut-Off, total distance 551 miles.

Major road projects under way in 1946 were the Tok-Chicken-Eagle route, will probably always be known as the 40 Mile Road, and the Kenai-Homer Road, Federal Funds are the source of funds. These are two special projects which the Territory will be expected to appropriate 25 percent of the cost. Other special surveys planned in the Territory is expected to participate are from Livengood to Wiseman, Paxons on the Richardson Highway to McKinley Park and Fairbanks to Chena Hot Springs. All these roads when completed will add many miles of much needed road to mining and recreational areas in which

development has been retarded due to poor or non-existant transportation and will form part of the existing road system.

The Dike at mile 18-19 Richardson Highway was finished by the U. S. Engineer Department and turned over to the Territory.

The Seward Penninsula Tram-road, a narrow guage railroad extending from Nome to Shelton needs continual repairs. At present the first 3 miles out of Nome is partly torn up due to Army activities. It is hoped this section may be rebuilt soon. The line is owned by the Territory and maintained by the Alaska Road Commission.

TERRITORIAL BUILDINGS

There has been no new construction on the Pioneers Home at Sitka, Alaska, Goddard Hot Springs of the Territorial Office Building in Juneau, Alaska,the past two years.

FINANCIAL STATEMENT

April 1, 1945 to December 31, 1946

Appropriated by Legislature	$575,000.00
Received from sale of Driver's License	66,661.46
Total	$641,661.46
Expenditures	517,005.88
Balance	$124,655.58

The above funds are partly obligated for projects now under construction and Highway Patrol expenses until March 31, 1947.

FOREST SERVICE FUNDS BY DIVISION

April 1, 1945 to December 31, 1946

	1st Division	3rd Division
Available	$78,415.25	$6,182.74
Expended during Biennium	4,333.44	4,164.79
	$74,081.81	$2,017.95
Receipts 1945	$17,908.78	$1,126.60
Balance 12-31-46	$91,990.59	$3,144.55

Expenditures of $8,498.23 are for Construction of Railroad Road at Cordova, Alaska RE-construction of Salmon Creek Bridge at Seward, Alaska.

FUNDS AVAILABLE FROM MIGRATORY BIRD ACT

Third Division $1,007.69

CONTINGENT AND TRAVEL FUND

Appropriated	$5,000.00
Expended	4,972.05
Balance	$ 27.95

TELEPHONE LINES

Appropriated	$5,000.00
Expended	347.95
Balance	$4,652.05

TERRITORIAL FUNDS FROM PREVIOUS BIENNIUM

Expended in 1945-46

Bridget Cove Road	$ 396.00
Serpentine Hot Springs	2,626.00
	$3,002.00

SUMMARY OF EXPENDITURES IN THE FIRST DIVISION
In cooperation with the Alaska Road Commission
April 1, 1945 to December 31, 1946

NAME OF PROJECT	A.R.C.	TERRITORY	TOTAL
Haines-lPeasant Camp and Branches	$23,746.09	$11,000.00	$34,746.09
Haines-Mud Bay	2,491.92	3,000.00	5,491.92
Haines-Chilkoot	5,883.92	7,074.26	12,958.18
Skagway Airfield		725.74	725.74
Skagway-Dyea	47,030.74	17,000.00	64,030.74
Haines Airfield		4,900.00	4,900.00
Dyea-Sheep Camp Trail		1,296.00	1,296.00
Douglas Rock-fill		10,962.61	10,962.61
Hawk Inlet Seaplane Ramp		1,350.00	1,350.00
Tenakee Seaplane Ramp		2,800.78	2,800.78
Hoonah Seaplane Ramp		1,509.50	1,509.50
Sitka Seaplane Ramp		1,125.00	1,125.00
Chatham Seaplane Ramp		1,321.80	1,321.80
Repairs to Seaplane Ramps at Kake, Hydaberg, Windham		931.41	931.41
Entrance Island Float		142.47	142.47
Wrangell Seaplane Float		960.67	960.67
Pelican Seaplane Float		1,519.36	1,519.36
Wrangell Sea-Wall		7,500.00	7,500.00
Salt-Chuck Road		1,995.00	1,995.00
Mendenhall Road		40.00	40.00
Cemetery Road		55.20	55.20
Tongass Island Float (Ketchikan)		126.00	126.00
Angoon Float		303.50	303.50
Salmon River (To U. S. Engineer Dept.)		400.00	400.00
Land Purchase at Haines, laska		2,500.00	2,500.00
Highway Patrol		16,992.63	16,992.63
TOTAL	$79,152.67	$97,531.93	$176,684.60

SUMMARY OF EXPENDITURES IN THE SECOND DIVISION
In cooperation with the Alaska Road Commission
April 1, 1945 to December 31, 1946

NAME OF PROJECT	A.R.C.	TERRITORY	TOTAL
Nome-Council and Branches	$37,568.47	$14,970.92	$52,539.39
Council-Ophir	2,225.75	1,000.00	3,225.75
Nome-Bessie	1,212.44		1,212.44
Bessie-Snake River	2,084.47	2,000.00	4,084.47
Bessie-Sunset	1,370.80	1,500.00	2,870.80
Nome-Osborne	106.98	100.00	206.98
Bessie-Buster	6,031.58	4,000.00	10,031.58
Nome Airfield	142.12	231.51	373.63
Candle Creek Road		3,505.26	3,505.26
Deering-Inmachuk	3,385.85	3,000.00	6,385.85
Haycock Airfield		1,578.25	1,578.25
Teller Bluestone	968.35	1,000.00	1,968.35
Flagging Trails	1,292.29	2,250.00	3,542.29
Bunker Hill-Kougarok	49,394.29	8,300.00	57,694.29
Nome-Locals and Branches	22,000.00	8,000.00	30,000.00
Serpentine Hot Springs Cabin		601.12	601.12
Misc. Mine Roads and Trails	7,000.00	7,000.00	14,000.00
Nome Harbor (2 years)		5,000.00	5,000.00
Teller Landing Fields		796.20	796.20
Atlas Field		800.00	800.00
Coffee Creek Field		1,600.00	1,600.00
Noxapoga Field		750.00	750.00
White Mountain Field		999.45	999.45
Golovin Field		640.10	640.10
Deering Field		4,139.25	4,139.25
Kotzebue Field		3,000.00	3,000.00
Mead River		500.00	500.00

SUMMARY OF EXPENDITURES IN THE SECOND DIVISION
In cooperation with the Alaska Road Commission
April 1, 1945 to December 31, 1946

NAME OF PROJECT	A.R.C.	TERRITORY	TOTAL
Barrow Strip		$ 500.00	$ 500.00
Selawik Strip		2,000.00	2,000.00
Dahl Creek (Kobuk) Field		5,000.00	5,000.00
Solomon Road		500.00	500.00
Kako Road (Territory's Share)		6,415.53	6,415.63
Kako Field		6,000.00	6,000.00
Kiana Road and Fill		1,700.00	1,700.00
Kiwalik Air Field		500.00	500.00
Gambel Air Field		1,500.25	1,500.25
Fortuna Ledge Landing		183.00	183.00
Serpentine Springs Field		400.00	400:00
Ruby Point Field		500.00	500.00
Harris Creek Air Strip		500.00	500.00
Taylor Creek Road		800.00	800.00
Soloman Field		500.00	500.00
Highway Patrol		16,992.63	16,992.63
TOTAL	$134,783.39	$121,253.57	$256,036.96

SUMMARY OF EXPENDITURES IN THE 3RD. DIVISION
In cooperation with the Alaska Road Commission

April 1, 1945 to December 31, 1946

NAME OF PROJECT	A.R.C.	TERRITORY	TOTAL
Willow Mountain Roads	$ 7,475.10	$ 1,000.00	$ 8,475.10
Wasilla-Fishhook-Palmer	93,492.14	11,000.00	104,492.14
Palmer-Matanuska	4,603.04	1,000.00	5,603.04
Wasilla-Finger Lake-Palmer	6,100.31	4,000.00	10,100.31
Wasilla-Matanuska	10,262.15	8,276.19	18,539.34
Anchorage Loops and Branches	7,778.56	7,000.00	14,778.56
Anchorage-Lake Spinard and Branches	29,237.52	22,000.00	51,237.52
McCarthy-Dan Creek	12,992.14	3,000.00	15,992.14
Valdez Airfield		3,418.71	3,418.71
Dillingham-Wood River	13,520.46	11,000.00	24,520.46
Bull River Road	15,245.98	4,000.00	19,245.98
Homer Roads	59,389.62	29,000.00	88,389.62
Kasilof Airfield		1,019.83	1,019.83
Kasilof Road		535.27	535.27
Mineral Creek Road	1,000.00	1,000.00	2,000.00
Cash Creek Airfield		3,000.00	3,000.00
May Creek Airfield		2,500.00	2,500.00
Paxon Airfield		750.00	750.00
Curry Airfield		300.00	300.00
Dillingham Airfield		822.75	822.75
Big Timber Lodge Road		650.00	650.00
Naknek Lake		1,539.25	1,539.25
Seward Road and Bridge		5,160.12	5,160.12
Seldovia		7,500.00	7,500.00
Seward Field		500.00	500.00
Valdez Creek Field		500.00	500.00
Good-News Bay Road		2,000.00	2,000.00
Palmer Airport		3,000.00	3,000.00

SUMMARY OF EXPENDITURES IN THE THIRD DIVISION
In cooperation with the Alaska Road Commission

April 1, 1945 to December 31, 1946

NAME OF PROJECT	A.R.C.	TERRITORY	TOTAL
Cordova Airport		$ 400.00	$ 400.00
Homer Diamond Trail		231.25	231.25
Highway Patrol		16,992.63	16,992.63
TOTAL	$261.097.02	$153,096.75	$414,193.77

SUMMARY OF EXPENDITURES IN THE FOURTH DIVISION
In cooperation with the Alaska Road Commission

April 1, 1945 to December 31, 1946

NAME OF PROJECT	A.R.C.	TERRITORY	TOTAL
Fairbanks-Salchaket and Branches	$65,215.61	$ 1,143.51	$66,359.12
Fairbanks-Chatanika and Branches	42,987.50	3,000.00	45,987.50
Fox-Livengood and Branches	57,357.14	12,333.84	69,690.98
Summit-Fairbanks Creek and Branches	296.42	3,971.43	4,267.85
Fairbanks-Ester and Branches	22,875.24	9,000.00	31,875.24
Fairbanks-Chena Hot Springs		851.57	851.57
Farmers and Birch Hill Branches	63,808.51	4,000.00	67,808.51
Rampart Airfield		2,383.45	2,383.45
Circle Hot Springs Road System	8,236.45	2,250.00	10,846.45
Miller House-Harrison Creek and Branches	1,656.51	800.00	2,456.51
Central Airfield		352.01	352.01
Circel Airfield		501.68	501.68
Chatanaka-Miller House and Branches	72,134.68	500.00	72,634.68
Manley Hot Springs System	15,819.81	7,500.00	23,319.81
Eureka Airfield		126.80	126.80
Caribou Sled Road		1,381.77	1,381.77
Iditarod Flat Road	541.16	300.00	841.16
Kuskokwim Landing-Takotna and Branches	31,747.87	5,500.00	37,247.87
Flat Roads	8,605.57	3,000.00	11,605.57
Ophir-Takotna Roads	2,104.80	2,000.00	4,104.80
Ruby Airfield		939.05	939.05
Ophir Airfield		876.88	876.88
Wiseman Airfield	26.25	2,427.02	2,453.27
Fort Yukon Airfield		1,359.26	1,359.26
Tanana River-Chicken		1,485.69	1,485.69
Bethel Airfield and Roads	1,020.40	2,016.04	3,036.44
Gold Creek Trail		500.00	500.00
Ferry Eva Creek	2,000.00	6,000.00	8,000.00

SUMMARY OF EXPENDITURES IN THE FOURTH DIVISION
In cooperation with the Alaska Road Commission

April 1, 1945 to December 31, 1946

NAME OF PROJECT	A.R.C.	TERRITORY	TOTAL
Medfra Airfield		$ 300.00	$ 300.00
Branches to Steese Highway (incl. Steele Creek	500.00	5,500.00	6,000.00
Branches to Richardson Highway	6,000.00	9,000.00	15,000.00
Circle Hot Springs Airfield		150.00	150.00
Flat Airfield		5,000.00	5,000.00
Poorman Field		900.00	900.00
Stampede Field		379.20	379.20
Stampede Field No. 2		1,344.00	1,344.00
Tetlin Field		6,298.15	6,298.15
American Field		400.00	400.00
Hughes Field		1,153.00	1,153.00
Manley Hot Springs		297.00	297.00
Canyon Trail (40 mile)		500.00	500.00
Chicken-Airport Road		500.00	500.00
Koyukuk Field		600.00	600.00
Chicken Airfield		2,500.00	2,500.00
Chicken to Eagle Creek Road		500.00	500.00
Sleetmute Field		515.00	515.00
Lost Chicken Road		300.00	300.00
Beaver Field		600.00	600.00
4½ Mile Road-Boundary		800.00	800.00
Franklin Field		480.00	480.00
Lower Jack Wade (Lassen)		200.00	200.00
Eldon Field		2,500.00	2,500.00
Eldon Field Shelter Cabin		500.00	500.00
Walkers Fork Field		330.00	330.00
Grubstake Field		800.00	800.00
Road Work at Salcha		1,500.00	1,500.00

SUMMARY OF EXPENDITURES IN THE FOURTH DISTRICT
In cooperation with the Alaska Road Commission

April 1, 1945 to December 31, 1946

NAME OF PROJECT	A.R.C.	TERRITORY	TOTAL
Miller Field		$ 227.41	$ 227.41
Ohio Creek		200.00	200.00
Chena Hot Springs		1,200.00	1,200.00
Medfra Field		495.60	495.60
40-Mile Winter Road		1,003.20	1,003.20
Alatna Field		280.00	280.00
Ferry-Eva Road		4,371.94	4,371.94
Road Easement for A.R.C.		6.50	6.50
Highway Patrol		16,992.63	16,992.63
TOTAL	$402,933.72	$145,123.63	$548,057.35

SUMMARY OF HIGHWAY PATROL
April 1, 1945 to Decembber 31, 1946

Town	Salaries	Operating Costs	Miscellaneous	Total	Miles Traveled	Gasoline Consumed	Operating Cost Per Mile	Total Cost Per Mile
Anchorage	$12,913.65	$7,026.05	$1,531.65	$21,471.35	96,668	6,192	7.2	
Fairbanks	9,956.66	6,234.01	2,929.00	19,119.67	57,254	5,112	11.	
Ketchikan	7,756.77	3,761.58	242.31	11,760.66	43,357	3,216	8.7	
Juneau	9,810.66	4,073.33	1,734.85	15,618.84	60,090	3,388	6.7	
TOTAL	$40,437.74	$21,094.97	$6,437.81	$67,970.52	257,000	17,908	8.19	26.4

NOTE: Miscellaneous column includes 2 snowmobiles, 3 new Patrol Cars, and printing.